



The Honorable  
Christopher A. Hart  
Vice Chairman

# What the NTSB Does

- Independent agency, investigate transportation accidents, all modes
- Determine probable cause(s) and make recommendations to prevent recurrences
  - Do not determine blame or liability
- Conduct special studies and investigations
  - Assist victims and their families



# Independent

- 5 Members, nominated by the President, confirmed by the Senate
  - Members are not investigators
  - Safeguards for independence
- Conclusions from facts, not politics



# Purpose

- Single focus is *SAFETY*
  - Primary product:  
Safety recommendations
- Response to recommendations:  
> 80% acceptable



# Concern re Criminalization

- Systems getting more complex
  - Good people trying to do the right thing
- Human error: Immediate response is to *PUNISH!*
- Issue: Best way to stop error that is *inadvertent?*



# Undesirable Results

- Chills willingness to participate in proactive information programs
  - Hinders mishap investigations
- Reduces likelihood of investigating or addressing system issues



# Recent Examples

- Concorde, Paris, France (2000)
- GOL 1907, Brazil (2006)

*Other: Deepwater Horizon?*



# Concorde

## – Chain of Events

- Takeoff
- Piece of metal on runway from previous airplane
- Main gear tire hit metal at high speed, shredded
- Piece of tire hit wing, breached fuel tank
- Leaking fuel caught fire





# GOL 1907

## – Chain of Events

- Aircraft eastbound, FL 370, per international convention
- Route turned westbound at navigation waypoint
- Go to even thousand (FL 380 or 360)?
- Pilots tried unsuccessfully to contact controllers, so remained at FL 370
- Transponder on “Standby” (for long time), hence
  - Airplane invisible to system
  - Airplane also invisible to other airplanes’ TCAS
- Both airplanes navigating with GPS



## – Theory

- Pilot put foot on footrest, accidentally hit “Standby” button on transponder



Thank You

***Questions?***



National Transportation Safety Board